

THE REGGIMENT OF PLAGUE.

Canton, 1st Sept.
A letter has been addressed to the Bengal Government by the Bengal Chamber of Commerce with reference to the recurrence of plague, pointing out that there is a fatal resemblance in the conditions prevailing in the West Country at the present moment to those which took place in Bombay last year. In view of the documents which have come with the plague, prevalent in the Colony, two more observation camps be established, one on the East India and the other on the Central Nagpur Railway. The letter also calls attention to the death of medical officers and indicates the desirability of bringing the medical establishment to the normal immediately.

THE 4TH MOUNTAIN BATTERY TO BE IN READINESS FOR INDIA.

London, 2nd September.
The 4th Mountain Battery has been ordered to be in readiness to proceed to India.

THE ORAKAIS ATTACHED TO THE 1ST PIONEER BATTALION.

The Orakais have attached several regiments including Lucknow, which was gallantly relieved by a small force of Lancers and Infantry under Colonel Abbott. One loss was one native officer severely wounded and one Sepoy killed.

COMPLETE SUBMISSION OF THE SWATI.

VALLEY RAIDERS.

Bombay, 23rd September.
The Swatis are very submissive, and are surrendering their arms.

IN THE KHYBER PASS.

Afghanistan, 27th August.
The Afridis have commenced in making a sweep of the Elvishai and Sialkot districts of the Peshawar and Kohat Provinces, from Peshawar and Ali Masjid Post, where they apparently concentrated their strength against the fortified seat of Landi Kotel held by a detachment of Khyber Rifles and Rukh Khel levies. The garrison repelled all attacks on Tuesday, but at 10 o'clock on Wednesday morning the enemy came suddenly to the scene. The fight is still going on, and a number of the rifle pits probably held up the advance of the British forces until the 13th, when the light north-westerly winds blew to 15 N.W., long 109° E., from thence to 15 N.W., long 113° E. strong N.W. winds and heavy N.W. swell, when it began to blow from the N. and continued until the terrible typhoon was raging with tremendous high seas and terrible squalls; and laboring heavily and taking heavy seas abroad; washing away a lifeboat and a gun, and a 40-ton iron-tipped mine struck a rock, but it is not known whether it exploded or not. The Afridis having thus done all possible mischief that could be done in the Khyber, probably closing the Pass for the time being, had to disperse after having announced their intention of returning again on the 15th September.

The Afridis first appeared in the Khyber on Monday morning about 10 a.m. on Wednesday they had captured the road post near the Peshawar. Their numbers were great, the overwhelming force like Ali Masjid Post, and local Kotal corps could not successfully be defended by the small garrisons holding them in and two days both had fallen. The Afridis in their raid attacked their fellow clansmen enlisted in their rifles, and broke the agreement which had been in force since 1881, and which was broken by a single rifle. Their action was prompted by a desire to get themselves at defiance. They could not hold the Peshawar Valley as they feared to encounter the British troops, and so finally in a night attack on Landi Kotel post, their identification might have been pleased. As masters stand the Afridis are guilty of a wilful breach of a long-standing agreement which some hundreds of their kinsmen subscribed to originally. Their outbreak was not an act of the unfeigned folly, for the severest punishment must fall upon them. Even if 20,000 troops are needed to secure and disarm the tribes, the British must be compelled to make preparations to annihilate the Afridis and break their power. It is not good for Government to make preparations and the greatest prudence should be shown in fitting out an expedition. The Afridis may otherwise keep their promise of reappearing on the 15th September, once more spreading alarm along the Peshawar border.

The Peshawar frontier is quiet, to which point it was that a party of tribesmen were moving.

FIGHTING AGAINST THE CHINESE.

Singapore, 18th August.
Kohat reports state that on the night of the 26th instant a large Indian force, numbering six miles west of Kohat lies the Ublan Pass, which is a regular trade route. Below the Pass our post of Matuzimun usually held by a detachment of border militia. Some days ago two companies of Native Infantry were moved to the fort of Kohat, and the old fort, which was abandoned, was taken over by the Afridis. The British force withdrew after the engagement, the enemy appear to have followed up. The officers, Baird Smith and North of the Royal Scots, and 8 men of the 2nd P.I. were slightly wounded. Firing was heard on night at Shewana Post from Gulez, and the same night the enemy is believed to have been beaten off.

Alhambra, 25th August.
The Orakais seem at last to have begun hostilities against the British Government. Six miles west of Kohat lies the Ublan Pass, over which there is a regular trade route.

The Afridis were carried with the loss of one Sepoy killed. The enemy retreated after sustaining considerable loss. When the British force withdrew after the engagement the enemy appear to have followed up. The officers, Baird Smith and North of the Royal Scots, and 8 men of the 2nd P.I. were slightly wounded. Firing was heard on night at Shewana Post from Gulez, and the same night the enemy is believed to have been beaten off.

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NOTICE TO CONSIGNEES

"GLEN" LINE OF STEAM PACKETS.

FROM ANTIWERP, LONDON, AND STRAITS.

THE Steamship

"OLIVER MARTINBY"

having arrived from the above ports, Consignees of cargo by land are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained.

Notice is given that no陸地通知 will be given to the consignee to give notice of arrival, and damage to goods will be examined on the 27th inst., at 11 A.M.

Bills of Lading will be countersigned by JARDINE, MATTHESON & CO., Agents.

Hongkong, 13th September, 1897. [2107]

THE CHINA MUTUAL STEAM NAVIGATION CO., LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, AND SINGAPORE.

THE Company's Steamship

"OOLONG"

having arrived from the above ports, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained.

No Fire Insurance has been effected. Consignees are requested to present all claims for damage and/or shortages not later than the 27th inst., otherwise they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns of the Company, and will be examined on the 27th inst., at 11 A.M.

Bills of Lading will be countersigned by JARDINE, MATTHESON & CO., Agents.

Hongkong, 13th September, 1897. [2107]

VESSELS ON THE BERTH

FOR SHANGHAI AND CHINAPACIFIC

THE Steamship

"NANYANG"

Captain Th. Lehmann will be despatched for the above port TO-DAY, the 20th inst., at 4 P.M., instead of as previously advertised.

For Freight or Passage apply to

SIEMSEN & CO.

Hongkong, 20th September, 1897. [2126]

NORTHERN PACIFIC STEAMSHIP COMPANY

AND

OREGON RAILROAD AND NAVIGATION COMPANY.

FOR PORTLAND, OREGON.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration)

BRADMAR 3,007 | Wednesday ... 12 Sept.

MOON 3,654 | Tuesday ... 13 Oct.

..... | Tuesday ... 16 Nov.

THE Steamship

"BRADMAR"

Captain E. Porter sailing at Noon on WEDNESDAY, 22nd September, will proceed to

PORTLAND, OREGON, via MOJI, KOBE, and

YOKOHAMA.

Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in QUADRUPLETS, and one copy must be sent forward by the steamer to the care of the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon.

Parcels must be sent to our Office with address marked in full) by 5 P.M. on the day preceding to our steamer.

For further information as to Passages or Freight, apply to

DODWELL, CARLILL & CO., General Agents.

Hongkong, 20th September, 1897. [2033]

THE CHINA MUTUAL STEAM NAVIGATION CO., LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, AND SINGAPORE.

THE Company's Steamship

"OOLONG"

having arrived from the above ports, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damage and/or shortages not later than the 27th inst., otherwise they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 27th inst., at 11 A.M.

Bills of Lading will be countersigned by HOLLIDAY, WISE & CO., Agents.

Hongkong, 14th September, 1897. [2119]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"TEUCER"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will be at Consignee's risk. The Cargo will be ready for removal from Craft or Godown after the 17th inst.

Goods landed after the 24th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at J.A.Y. on the 24th inst.

BILL FIELD & SWIRE, Agents.

Hongkong, 16th September, 1897. [2133]

STEAM FOR STRAITS, CYLTON, AUSTRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"ROHIMA"

Captain W. H. Goss will be despatched as above on WEDNESDAY the 23rd inst.

To be shortly followed by S.S.

"OOPACK" and "ROHIMA".

For Freight, apply to

HOLLIDAY, WISE & CO., Agents.

Hongkong, 17th September, 1897. [1942]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CYLTON, AUSTRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CERES"

Captain F. Cole, carrying His Majesty's Posts, will be despatched from this for BOMBAY, THURSDAY, the 20th inst., at noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. "BRITANNIA", leaving that Port on the 16th October for London direct.

Silk and Valuables, all Cairo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed by the S.S. "CROWN" on the 20th October.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 10th September, 1897. [2146]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

POE SHANGHAI.

VESSELS ON THE BERTH

FOR SHANGHAI AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration)

PEACE 2,668 | Tuesday ... 1 Sept.

SYDNEY & MELBOURNE 2,668 | Tuesday ... 1 Sept.

..... | Tuesday ... 1 Sept.

THE Steamship

"PEACE"

Captain G. Hooper, will be despatched for the above port TO-MORROW, the 20th inst., at 4 P.M.

For Freight or Passage, apply to

SIEMSEN & CO.

Hongkong, 17th September, 1897. [2144]

CHINA NAVIGATION COMPANY, LIMITED.

FOR POE DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"TAYUAN."

Captain Nelson will be despatched for the above port TO-MORROW, the 20th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated in the deck of the ship. A Refrigerating Chamber ensures the safety of Fresh Provisions during the entire voyage.

A duly qualified Doctor and a European Stewardess are carried.

For Freight or Passage, apply to

SIEMSEN & CO., Agents.

Hongkong, 17th September, 1897. [2145]

CHINA NAVIGATION COMPANY, LIMITED.

FOR POE DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

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"TAYUAN."

Captain Nelson will be despatched TO-MORROW, the 21st inst., at 4 P.M.

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Hongkong, 17th September, 1897. [2147]

NIPPON YUSEN KAISHA.

HONGKONG-VLADIVOSTOK LINE.

(MONTHLY SERVICE)

FOR VLADIVOSTOK.

SHANGHAI-CHIPEO, CHEMULPO, KOREA, KUSAN, AND GANSAN.

THE Company's Steamship

"SUNDAL MARU."

Captain G. Okon will be despatched as above on FRIDAY, the 24th inst., at 4 P.M.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 15th September, 1897. [2124]

NIPPON YUSEN KAISHA.

HONGKONG-VLADIVOSTOK LINE.

(MONTHLY SERVICE)

FOR VLADIVOSTOK.

SHANGHAI-KUSAN, AND GANSAN.

THE Company's Steamship

"SUNDAL MARU."

Captain G. Okon will be despatched as above on FRIDAY, the 24th inst., at 4 P.M.

For Freight or Passage, apply to